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HISTORY
OF
2D BOMBARDMENT WING
CHATHAM AIR FORCE BASE
To Include

2D BOMBARDMENT GROUP
2D AIR BASE GROUP
2D MAINTENANCE AND SUPPLY GROUP
2D MEDICAL GROUP

For
1 May thru 31 May 1948

Prepared and written by:

Major Lyndell J. Avery

1st Lt. Shollis H. Green

The above collection of historical data represents
a complete and accurate history of this unit.

Fredrick H. Glanberg
Colonel, USAF
Commanding

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CHAPTER ONE

PERSONAL HISTORY
COLONEL ADAM K. BRIDGEMAN
COMMANDING OFFICER
2D AIR BASE GROUP

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COLONEL ADAM E. BRECKENRIDGE

The Commanding Officer of the Second Air Base Group, Second Bombardment Wing H, is Colonel Adam E. Breckenridge, a graduate of the United States Military Academy in 1939 and a veteran staff officer at 33.

Colonel Breckenridge was appointed to the Academy in the Spring of 1935 from his home district of Plattsburg, Missouri. He was born near Turney, Missouri, on 6 August 1915 and attended schools of the vicinity, graduating from Plattsburg High School in 1933. The next two years he spent at Central College, Fayette, Missouri, until entering the Academy in July 1935.

The Colonel was commissioned in the Cavalry, but in September 1939 was detailed to the Air Force for training. This included flight instruction at Lincoln, Nebraska, and Randolph and Kelly Field after which he received his wings in June, 1940, transferred to the Air Force and, in September, was promoted to first lieutenant.

While still in training, the young lieutenant Breckenridge met Miss Virginia Frost of Montgomery, Alabama. They were married on 19 April 1940 at San Antonio.

War clouds were gathering in the Far East and during the next few years many changes of station occurred. The first station after completing flying school was at

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March Field with the Thirty-Eighth Reconnaissance Squadron. In May 1941, Colonel Breckenridge joined the Sixth Reconnaissance Squadron at a station then being opened, Davis-Monthan Air Force Base, Tucson, Arizona. However, the lieutenant was ordered first to Hamilton Field from where he navigated a B-17 Flying Fortress in the first mass ferry flight to Hickam Field, Hawaii. These planes were the first United States heavy bombers to arrive at an overseas station. The crews left Hawaii ten days later aboard the last boat carrying dependents of military personnel from the Philippine Islands.

Arriving at Tucson on 31 May, 1941, Lieutenant and Mrs. Breckenridge settled themselves and frequently visited scenic spots around the country side. It was on just one of these jaunts to Nogales, Mexico, that the officer learned war had begun. A customs guard informed him as he drove through the gate on the return trip.

"It was 60 miles back to Tucson and I really burned the road," the Colonel recalled. "I left that night with several other pilots and an old B-19 for Hamilton."

The detachment, and others from other units, formed a provisional squadron and moved to Sacramento where they lived amidst tents and mud.

The Colonel went to Europe, where the Sixth had moved, and with it went back to Sacramento in January

1942 as squadron operations officer as the Sixth began flying off-shore patrol in Lockheed Hudsons.

A few weeks later, Colonel Brockenridge was among 10 crews selected for radar training. They flew B-18s to Boston where Massachusetts Institute of Technology scientists installed the first radar equipment on United States aircraft. While in Boston, Colonel Brockenridge learned of his promotion to captain.

After the radar search planes were field tested, they were flown to Langley Field, Virginia, where the unit was attached to the Second Bomb Group, forerunner of the present Second Bomb Wing.

In the following year, from February 1942 until March 1943, Captain Brockenridge was Operations Officer and Commanding Officer of the 20th Bomb Squadron and Commanding Officer of the 36th Bomb Squadron. In the fall of 1942, the organization was redesignated the 383rd Bomb Group, the Second Bomb Group name being given to another organization. Major Brockenridge, promoted in September, 1942, continued with the 383rd Bomb Group as a squadron commander and in March, 1943, took his squadron to Newfoundland for anti-submarine and convoy patrol with B-17 and B-24 bombers.

June 1943 saw the squadron transferred to Lands End, England, and later to Bunkersville, near Plymouth, where patrol flying was continued under joint command

of the Royal Air Force Coastal Command and the Eighth Air Force.

When patrol duties were assumed by the Navy in October, 1943, Major Breckenridge and many of his men were transferred to the Second Bomb Division of the Eighth Air Force to set up and operate a combat crew replacement training center at Attlebridge. In December, 1943, he was promoted to lieutenant colonel and assigned as executive officer of the 20th Combat Bomb Wing commanded by Brigadier General Jack W. Hood. He was promoted to colonel on 27 June 1944.

Colonel Breckenridge just missed the closing curtain of war in Europe for in late August, 1944, he was returned to the United States for a 30-day leave. Although scheduled to return to England, Colonel Breckenridge was transferred to Long Beach, California, as Executive Officer of the West Coast Wing of the Air Transport Command. During his service with Air Transport Command, Colonel Breckenridge served successively as Deputy Chief of Staff of the West Coast Wing of the Pacific Division, Commanding Officer at Fairfield-Suisun and Mather Fields, California, A-3 of the Southwest Pacific Wing at Manila, Chief of Staff of the Japanese Wing at Tokyo and Atsugi, A-3 of the Southwestern Pacific Wing at Manila and in April, 1946, at Harnon Field, Guam, and Chief of Staff of the Western Pacific Wing on Guam.

In September, Mrs. Breckenridge and Adam, Jr., then five; Kay, three and Jack, nine months, arrived in Guam. In October, Colonel Breckenridge went to Tokyo with Wing Headquarters and the family followed in time for the Christmas holidays.

The island hopping and shuttling at an end, the colonel and his family remained in Tokyo until May, 1948, when they returned to the United States.

After a 45-day leave, the Colonel enrolled as a student at the Armed Forces Staff College in Norfolk from which he was graduated in late January, 1949.

A second daughter, Helen, was born in September, 1948, at Norfolk.

After graduation, Colonel Breckenridge was assigned to the Second Bomb Wing at Chatham Air Force Base, where he reported for duty on 8 February 1949. In the unsettled period of the base's reactivation, the Colonel served as Base Commander until on 18 April he became Commanding Officer of the Air Base Group, a position he still holds.

A senior pilot, rated in June 1945, Colonel Breckenridge has approximately 8,500 hours. He flew eight bombing missions and 50 patrol missions. His decorations include the Air Medal with three Oak Leaf Clusters, the European Theatre ribbon with four stars,

the American Defense ribbon with bronze star, the American Defense ribbon with bronze star, the American Theatre ribbon with star, the Asiatic-Pacific and the Japanese Occupation ribbons.

As much a part of the small, dapper Colonel as his dark wavy hair is the cigaret holder he constantly flourishes. His eyes are brown and frequently interject themselves into the Colonel's conversation to emphasize a point under discussion. He wears a small black moustache.

With his keen mind and background in administrative work, Colonel Brockenridge is due much of the credit for work connected with the reactivation of the base.

GENERAL

While not necessarily a quality of leadership, popularity with the troops is certainly desirable. This is in evidence by the extremely high morale of the officers and airmen of this Command. The will to work extra hours, the feeling of mutual accomplishment and the team spirit have all been shown during the past month. This "esprit d' corps" is generated by the Wing and Group Commanders and is felt among the lowest echelons.

In an attempt to ascertain the reason why the morale is high, one of the junior officers was interrogated and he answered, "When Colonel Rubank (Colonel William E. Rubank, Jr.) speaks to me, he always uses my first name. I appreciate it." While this is not conclusive, it is an indication of the general situation.

Sports participation at all levels was very active during May. The Station Baseball Team played the Paris Island Marines in an exhibition game to raise money for the Servicemen's Center in Savannah. The Chatham Air Force Base Flyers were defeated six to three. The team has played a total of 11 games during the month, winning seven, losing four. The Second Installation Squadron's Softball Team has been playing games in the civilian league pending activation of the Station softball league.

The Station Golf Team played in the Eighth Air Force Golf Tournament at Fort Worth, Texas, on the 17th, 18th and 19th of May, placing fifth.

The Base Tournament is planned for June and the winner will constitute the new Base Golf Team.

Relations with the civic authorities, and the people of Chatham County continue to be excellent. Highlights of the month's activities were:

a. On 3 May, 1945, the Commanding Officer and Public Information Officer visited Mayor E. A. Dutton of Savannah Beach, State Senator Spencer Grayson, Brigadier General H. E. Mansell, Retired, Sheriff William Harris, Mayor Fulmer and others in the interest of a Servicemen's Center located in Savannah and Savannah Beach.

b. More than six thousand persons visited Chatham Air Force Base on the seventh and eighth of May to inspect two B-50 bombers on display.

c. On the ninth of May, the Commanding Officer addressed the Savannah Military Manpower Committee, and the following day flew a child, in a base aircraft, to Baltimore, Maryland, for an emergency operation.

d. On the thirteenth of May, Colonel Adam E. Brockenridge addressed a luncheon meeting sponsored by the Salvation Army and later spoke at the Servicemen's Center at the Salvation Army Building, 119 West York Street, Savannah, Georgia. This center is sponsored by a committee appointed by Mayor Fulmer and headed by Mr. Charles Masante to plan and develop recreational activities for servicemen while off duty.

c. On the sixteenth of May, the Commanding Officer, Colonel Breckenridge, Lieutenant Colonel Lawrence and the Public Information Officer attended ceremonies at the Savannah City Hall in which State Senator Spence H. Grayson was awarded the trophy for his efforts in reactivating Chatham Field.

Colonel Glantzberg addressed the Wing on the sixteenth of May commending all personnel for their cooperation and hard work during the past month's work schedule of 0700 to 1800 hours and a half day Saturday. He informed the Wing that the work schedule would be 0700 to 1630 hours for a five-day week and skeleton crews on Saturday morning.¹

Chaplain Estes L. Lewis attended the Southern Baptist Convention in Oklahoma City in May. He was also on the faculty of the Welfare Specialist School conducted at Headquarters, Eighth Air Force, Fort Worth, Texas, from May 17 to May 27. Among those attending the school was Pfc. Garmon D. Johnson and upon graduation was awarded the SSN-534.

In conjunction with Airforce Manual 35-15 and Strategic Air Command policy on leadership training,

1. See Exhibit One, extract from daily bulletin number 22, dated 2 May 1949.

Major Glenn W. Landroth gave a series of lectures to all officers of this Command on leadership. All the officers who attended the lectures are grateful to Major Landroth for his work on their behalf in preparing them for the leadership examination.

A USAF detachment is expected to be assigned to this Headquarters sometime between now and the end of summer. The area presently known as Headquarters Squadron Area will be assigned to them. A new location for Headquarters Squadron, Second Bombardment Wing, is as yet undetermined.

Orders were received and a board named to process and begin the integration of the colored troops into all squadrons on this Station.

The first full scale activity of the Officer's Club occurred during May. The Second Airbase Group's Welcome Party for the Second Bombardment Group was the feature. It was a highly successful gathering of about 400 officers and their ladies plus a select group of civilian guests. This function served as a means of reparation to those Savannahians who had helped in the successful establishment of this installation. Guests and members were received by Colonel Glantsberg, Colonel and Mrs. Brockenridge, Lieutenant Colonel and Mrs. Haxitron and Lieutenant Colonel and Mrs. Arnold.

One Hundred and Six members of the Club attended the first Bingo game. When games become more frequent, it is expected the attendance will increase proportionately.

Ordinary days of the Club found average sales approximately \$60.00. Hours for bar facilities have now been extended which should stimulate interest considerably. Furniture of the Cocktail Lounge was installed and enhances the appearance of the Club in that spot. The Officers' Mess served approximately 175 persons during each noon meal and an average of 25 persons at the morning and evening meals during the month of May.

The month of May at the Non-commissioned Officers Club marked the operation of the Snack Bar, the installation of double entry bookkeeping system and all books audited for that period. Rehabilitation of the Club is progressing rapidly. With the kitchen painted and equipment installed, it is expected to be in operation within a few days. Improvement of the appearance of the bar is in progress. The bulk liquor sales room will be ready for operation 1 June, 1949. The interior of the building is to be painted which will add much to the overall appearance of the Club. A dance and

floor now eliminated the social activities for this period. Other activities consisted of Thursday night Bingo parties and weekly juke box dances.

The Service Club Snack Bar is now open every morning from 0800 to 1000 hours for coffee. Bingo parties are being held each Wednesday at 1900 hours. The request for activation grant for the Service Club was returned from Strategic Air Command for additional information. The request was resubmitted as per instructions and it is hoped that final action will be taken in the near future. A week-end bus service to Savannah Beach has been extended for the summer.

Draperies for the stage of the Base Theatre have been located at Turner Field, Albany, Georgia, and will be picked up and will be installed as soon as possible.

The construction company of Lykes-Kerr, Savannah, Georgia, started construction of Chatham City, the 400-unit housing project. It is expected that some of the units will be ready for occupancy 15 July, 1949. No further word has been received concerning the SAC Housing Association's program.

The Base Housing Section has housed approximately 1,150 officers and airmen since this base has been activated. They are currently taking applications for housing in Chatham City. As the applications are being accepted

on a first come basis, each applicant receives a priority number corresponding to his position at the time of application.

Post Exchange received information on the nineteenth of May that a grant of \$20,841.33 has been approved. Bids are being taken on renovation of the Exchange Building, number 125. Bids are also being accepted on the Main Store, Cafeteria and office equipment. Gross sales for May were \$19, 878.11.

Very important persons who arrived and/or departed Chatham Air Force Base during May were: United States Congressman John Smathers, U. S. Congressman D. C. Herlong, Major General D. E. Heather, and Major General W. G. Chase.

The following survey was made on the travel (TFA) performed by members of the Second Bombardment Group enroute to this Station from Tucson, Arizona: Number of drivers reporting = 250, number of passengers carried = 665, number of drivers towing house trailers = 10, number of accidents = 6, value of damage received = \$370.25, total mileage traveled = 695,655. No trailer damage was reported.

CHAPTER THREE

ORGANIZATION AND ADMINISTRATION

ORGANIZATION AND ADMINISTRATION

Key Personnel of the Second Bombardment Wing:

Colonel Frederic E. Glantsberg	=	Commanding
Lt. Col. Raymond R. Spurgeon	=	Executive
Major William D. Taylor	=	Adjutant
Captain David J. Snow	=	Comptroller
Major Walter B. Sams	=	Inspector General
Captain Emmette S. Harrison	=	Public Information
Lt. Col. Roy L. Reeve	=	A-1
Lt. Col. Clyde B. Kelsoy	=	A-3
Major Elbert G. Sandoz	=	Communications
Major Lyndall J. Avery	=	Intelligence
Lt. Col. Oscar R. SchAAF	=	A-4
Major Sidney M. Carter	=	Food Supervisor
Major John G. Minahan	=	Provost Marshal

Second Bombardment Group

Colonel William E. Kubank, Jr.	=	Commanding
Captain Paul D. Copher	=	Adjutant
1st Lt Robert Chamberlain	=	S-1
Major David I. Liebman	=	S-3
1st Lt Robert E. Wilson	=	Communications
Captain Kenneth G. Tlmanis	=	Intelligence
Captain Horace M. Laird	=	S-4
Lt. Col. Lyle G. Harrison	=	Commanding

80th Bombardment Squadron

Lt. Col. George L. Newton, Jr.	Commanding,
	40th Bombardment Squadron
Major Herbert Reinhardt	Commanding,
	86th Bombardment Squadron

Second Air Base Group

Colonel Adam H. Breckenridge	Commanding
Major Thomas J. Herren	Executive
Major Gordon Garner, Jr.	Adjutant
Major Raymond L. Hasty	S-1
Major Clarence E. Webb, Jr.	S-2
Major Mofate E. Beveridge	S-3
Major John O. Vick	Personal Services

Captain Benjamin E. Hopkins Hq. and Hqs. Squadron	Commanding
Major Thomas B. DeRamus Second Installations Sq.	Commanding
Major Howard W. McClellan Second Air Police Sq.	Commanding
Captain Edward W. McDowell Second Base Service Sq.	Commanding
Captain Robert E. Spencer Second Communications Sq.	Commanding
Captain William Crombie Second Food Service Sq.	Commanding

Second Maintenance and Supply Group

Lt. Col. Julian A. Harvey	Commanding
Captain Claude L. Emerson	Adjutant
Major Joe D. Gardner	Commanding

Second Maintenance Squadron

Captain Sam L. Almon * Commanding
Second Supply Squadron

Captain Francis L. Hochstetler * Commanding
Second Motor Vehicle Squadron

Second Medical Group

Lt. Col. Louis B. Arnoldi * Commanding

Captain John W. Loney, Jr. * Adjutant

Among the 37 new officers assigned during May was Lt. Col. Julian A. Harvey. Lieutenant Colonel Harvey reported on the seventeenth of May from the Air Proving Ground at Eglin Air Force Base, Florida, and was assigned duty as Commanding Officer of Maintenance and Supply Group.

Captain Floyd H. Haywood, Jr., was assigned to the A-1 Section from Staff duty with the Continental Air Command Headquarters, at Mitchell Air Force Base, New York. Captain Haywood is a regular Air Force Captain, a rated pilot, and a veteran of the Italian Campaign. He holds the Distinguished Flying Cross, The Air Medal with four oak leaf clusters, the Army Commendation Ribbon, the European and Middle East Ribbon with five battle stars, the Unit Citation with one oak leaf cluster, the American Theatre Ribbon and

the World War II Ribbon.

Captain Haywood replaced Major Hastoy as Assistant A-1. Major Hastoy is now S-1 of the Second Air Base Group.

Lt. Col. Roy L. Reeve, A-1, attended a Personnel Conference at Headquarters, Strategic Air Command, Offutt Air Force Base, Nebraska, from 23 May to 25 May.

Forty-five officers were either nominated, detailed, or volunteered to attend the following schools: Special Training (12), Radiological Defense Course (4), Air Command and Staff School (1), United States Military Academy, West Point, (1), United States Air Force Institute of Technology, (3), Medium Bombardment Transition School (4), Armament Course number 45141, (3), Air Force Acceptance Crews B-50 (2), Radar Observer, Radio Counter Measures Course number 7288, (3), Communications Officer Course number 02000, (2), Air Force Bombardment School, (4), Statistical Officers Course number 64020, (1), Air Force Chemical Course number 73114, (2), Comptroller Course, (1), Military Management Instructors Course, (1), Electronics Officers Course number 01410, (1).

New airmen assigned was 140. Forty-nine airmen were detailed to attend Air Force Training Schools. Twenty-three were discharged and 88 per cent re-enlisted.

The strength of the Wing on 31 May, 1949, was 2275 of the authorized 3350.

A serious shortage of Temporary Duty Funds developed this month under Finance Service Army F432. An amount of \$1,546.71 is available for the month of June which will be insufficient to meet the requirements of this station. In the months of April and May an average of \$4,500.00 per month was expended. If additional funds are not allotted to this base for June many officers and airman will be ordered on TDY with no per diem authorized on their orders. A per diem policy was published 23 May 1949 for overall control of the fund.²

Funds in the amount of \$500.00 was received on obligation authority from Atlanta General Depot for the purchase of parts for Quartermaster office machine. The parts purchased from this fund will be used for the repair of numerous repairable typewriters and will alleviate the shortage of usable typewriters.

Part 111, Fiscal Code, of Air Force Manual 172-1 was received. This publication contains the complete Fiscal Code for Fiscal year 1950. The manual itself is a radical change from past funding procedure and will require extensive study and new accounting methods.

2. See exhibit two, unnumbered memorandum this Headquarters, dtd 23 May 1949

Captain Ernest E. Henry was appointed the Statistical Control Officer upon Lieutenant Logan's departure on leave. Captain Henry was also appointed Wing Assistant Adjutant for the purpose of authenticating reports, thereby eliminating the hindering amount of time used in having the reports signed and mailed from the Adjutant's Section. The time eliminating idea also insures the accuracy and submission of reports from this base. During the month of May seven hundred and twenty four (724) recurring, and twenty five (25) special one time reports were transmitted through this office.

The physical arrival of the Second Bombardment Group from Davis Monthan Air Force Base, Tucson, Arizona, also added to the activity of the statistical office. Although the transfer of the Bomb Group increased the need of auditing and monitoring, the situation remained under control due to the excellent coordination between Group and Squadron's Morning Report Clerks.

Many difficulties were encountered in connecting Classification and Audit Lists due to the shortage of typewriters and turnover of clerical personnel within the organizations. After many extra hours of work these lists were dispatched in time to meet the deadline.

The Analysis and Presentation Section of this office completed many charts this month for the Conference Room

and Sections. The efficiency of this small section is outstanding in this Headquarters due to the fact this office has only one assigned draftsman on duty. The task of keeping these charts accurate and perfect for the convenience of staff sections and individuals creates an impression which has been met with such vigor by the Analysis and Presentation Section that it merits commendation.

Upon Lieutenant Porter's suggestion during his visit from Statistical Services Section, Eighth Air Force Headquarters, a discrepancy list is now being made by the Reports Section of this office. Lieutenant Porter also pointed out the importance of immediate notification to the section on changes in reports, whereas the Reports Control Section has brought forth an adequate system for compiling and transmitting information on changes in these recurring and special reports. Due to the sharp increase in reports during May, it was necessary for this office to assist in report matters in order to receive and transmit reports.

A staff visit was paid to the Ground Safety Section by the Eighth Air Force Safety Director on the second and third of May. The plans and policies of the Eighth Air Force Ground Safety Program were discussed. The application of these policies to Chatham Air Force Base was also studied and discussed.

An Accident and Traffic Control Committee was appointed within the Station Executive Ground Safety Council. This committee, consisting of the Executive Officer, the Ground Safety Director, the Claims Officer, the Air Police Officer, and the Motor Transportation Officer, will function as a fact finding and working committee for the Ground Safety Council.

The military accident rate of Chatham Air Force Base for the month of May was 7.1 per 100,000 man days with six disabling injuries and 132 first aid injuries reported. The cost of these accidental injuries was \$2,331 dollars and 43 man days were lost by military personnel as a result of disabling injuries.

The motor vehicle accident rate of Chatham Air Force Base for the month of May was 3.5 per 100,000 miles operated and one vehicle was out of service for 336 hours.

This installation is currently operating as a 10-bed dispensary.⁵ Hospitalization is being accomplished at the United States Public Health Service, Marine Hospital, Savannah, Georgia, Oliver General Hospital, Augusta, Georgia, and the United States Naval Hospital at Beaufort, S. C.

The mission of the Second Medical Group is to maintain the personnel of the Second Bombardment Wing H in an S. See exhibits three and four, photographs of dispensary.

excellent state of health by such preventive medical practices as sanitation, inspection, immunization, sick call, and other related activities. The group is also trained to dispatch a mobile unit for extra-contingent operations.

A meeting was held by Lieutenant Colonel Arnold with Mr. Lenort, Malaria Control Engineer, Georgia State Public Health Department, Mr. Legwen, Assistant to Mr. Lenort, Mr. Glenn, of the Gwinnett County Health Department, and Major DeRamus, Air Installations Officer, for a complete discussion on malarial control.

Mr. Borland, of the American Social Hygiene Association, discussed venereal disease control methods with the Surgeon, the Chaplain, and the Base Commander.

Representatives from the Air Installations Office, Headquarters, Strategic Air Command, discussed rehabilitation of the buildings and accepted a proposed project for air conditioning of the Operating Room, X-ray and Dark Rooms.

Air Installations completed the installation of transformer and 220 volt drop to the x-ray machine.

Captain Thomas M. Hall, M. C., Captain Loyd L. Long, Jr., M. C. and Captain John W. Honey, Jr., MBO, went to the United States Naval Hospital at Beaufort, South Carolina for the purpose of coordinating medical care for military dependents.

Mr. Johnson of the Army Engineers, made a survey for placement of mosquito light traps.

Personnel strength of the Second Medical Group as of 31 May 1949, totaled 88 enlisted men and five officers. This figure is expected to rise in the ensuing month and the personnel strength figure of enlisted men will probably level off at 125 men.

On 19 May 1949, Lt. Col. Louis B. Arnoldi conducted a meeting with all his men in which policy and operation of the Medical Group was discussed.

On 27 May 1949, the Surgeon participated in a radiologic defense briefing of the staff.

During the month of May 1949 one death occurred among the base personnel. It was the case of SSG Victor H. Reinhardt, Jr., AF 10 187 305, 98th Bomb Squadron, Second Bomb Group, in which the cause of death were traumatic rupture of the thoracic aorta and peripheral circulatory collapse, incurred in an automobile accident on 28 May 1949 on Route Number 21, approximately seven miles west of Savannah, Georgia.

On 7 May 1949, the mercy flight made by Colonel Glantzberg to Johns Hopkins Hospital, Baltimore, Maryland, to carry the civilian baby with a congenital atresia of the trachea and bronchi.

On 23 May 1949, a mercy flight was made to Atlanta, Georgia, taking a civilian new-born child with hemorrhagic icterus, due to RH factor.

The Medical Officers were invited to the reception of the Georgia Medical Society in Savannah, Georgia, concurrently with a meeting of the Georgia State Medical Society.

The Surgeon spent several days at Savannah Beach as a member of a civilian committee for rehabilitation of a building for use as an enlisted men's beach club.

The Finance Section of the Base Post Office operated by the Postal Department began operation on 23 May 1948. This section handles stamps, registers, GPO, parcel post and money orders.

During the month the Base Post Office initiated a locator system for the Base. This entailed preparation of approximately 1500 locator cards on both officers and airmen.

During the month of May, Colonel Breckenridge visited Walker Air Force Base for the purpose of familiarizing himself with the Air Base Group organization and functional procedures at that station prior to reorganization of the Air Base Group at Chatham. Approximately the middle of May, a new organizational chart was prepared for the Air Base Group, approved, and distributed to all sections concerned. This organizational chart is designed to distribute more equally the work loads of staff officers of the group, and a definite attempt to group similar or related functions has been made. With the

reduced number of section heads reporting direct to the command section of the group for instructions and supervision, it is believed that the efficiency of the group will be appreciably increased. Attention was invited to the fact that certain functions indicated by this chart must be performed by the Air Base Group. However, no Table of Organization vacancy exists covering some of these positions. With the variety of functions performed and services rendered by the Air Base Group in the efficient performance of their mission, it is believed that the present Table of Organization, even with the efficient use of Table of Distribution Augmentation personnel provides insufficient officers and airmen to efficiently perform the mission of the Air Base Group in support of an active war strength combat unit during peacetime operations.

Considerable planning was accomplished during this month toward completion of rehabilitation projects, more efficient support of the Bomb Group, and future special missions and Operational Readiness Test for this unit.

The newly assigned officers, in the grade of Major were assigned to responsible positions within the Air Base Group during the month of May. Major Howard W. McClellan was assigned as Air Police Squadron Commander, and Major John O. Vick was assigned as Personnel Services

Officer. In addition, Captain William F. Gallogly has been assigned to the Air Installations Squadron for use as Executive Officer in an attempt to relieve the Squadron Commander of routine administrative and command functions to permit him to devote more time to Air Installations technical matters.

Weekly briefing for the Airman Information Hour, conducted by AI & E was conducted four times during the month of May. Subjects for Information Hour were as follows:

"Britain's Present Role in World Affairs"

"U. S. - U. S. S. R. Relations"

"Why Be Informed" and

"Sports in the United States"

Typing class was started on 2 May 1949. Typewriters were rented from an agency in Savannah through the use of QSA 501 funds. During the month of May, twelve students were present for two hours per day, each day.

Classes were held at the University of Georgia, Off-Campus Center, Savannah, Georgia, in English Composition, Psychology I, Accounting I, Mathematics 101 x, Business Administration, and Business Correspondence.

Payment for Contractual Services were paid for from QSA 501 funds to and including 75% of the total cost per student.

Off-duty classes in Typing and Algebra were held

three nights per week during the month of May. Typing classes held an average of ten students each night; Algebra classes held an average of 14 students each night. Books were furnished by the Armed Forces Institute, Madison, Wisconsin. Payment of teachers' salaries is paid from QSA 501 funds.

All personnel assigned the Second Base Service Squadron, who were skilled in technical fields were assigned duties in their specialities. Heretofore, these personnel had been used in non-technical duties throughout the Base.

B-50 Mobile Training Unit which consists of one officer and 14 airmen from Chanute Air Force Base has been attached to Headquarters and Headquarters Squadron, Second Air Base Group, for quarters and local administration.

The Second Food Service Squadron continues to operate two consolidated messes which mess all personnel assigned the Base with the exception of the Base Service Squadron. It is planned to open Mess Number Three in the near future for Second Bomb Group personnel.

Civilian telephone operators have been hired for the Base switchboard. The civilians work the busy shift (day) and the airmen work the other shifts. Due to the fact that now sufficient personnel are available (including civilians) the efficiency of the board has

improved considerably. Approximately 65% of the telephone installations have been completed. Local survey has determined that an additional outside plant is necessary and a request has been forwarded to Warner Robins Air Materiel Area for consideration and approval.

The Second Air Police Squadron furnished air policemen to direct vehicular and pedestrian traffic during the Pass Open House held on 7-8 May. A commendation on performance of these duties was received from Colonel Glantzberg, Wing Commanding Officer.⁴

During the month of May great progress was made by the Photographic Laboratory in accomplishing its assigned mission of supporting the Bomb Group photographically. Operating on a very limited amount of supplies this section was able to provide the Bomb Group with photographs of the Birmingham, Alabama Marshalling Yards which were being used as a target area by our B-50 bombardiers in their training program. Radar photos were also taken on these missions and were processed by this Section. Prints from these scope pictures were printed in the P-1 copy kit which was the only available means at that time. They were clear and proved satisfactory for their purpose. Work orders completed during

4. Ltr, this Sq, dtd 17 May 1945 Subj: Commendation of the Second Air Police Squadron.

this period numbered 106 in contrast to 89 for last month. Over 100 persons were photographed for various types of passes, Officer GGA and Adjutant General's Office identification passes during the month.

Photographic liaison between the Bomb Group and this Section is being carried on through Second Bomb Group S-3.

INTELLIGENCE

Major Lyndall J. Avery was appointed G-2 of the Second Bombardment Group during its 90 day Temporary Duty Tour in the United Kingdom. During part of the stay in England, he visited with his staff the Intelligence Section at United States Air Forces of Europe Headquarters in Wiesbaden, Germany, to study Operational Intelligence.

Upon return to Continental United States, Major Avery was appointed A-9 of the newly formed Second Bombardment Wing.

After studying methods and plans for organization of Combat Intelligence at Wing level, Major Avery drew his plans for our new Station at Chatham Air Force Base. These plans have been put into effect and this Wing is now operating along the lines laid down in them.

The present intelligence organization includes in addition to Major Avery, who is Director of Intelligence, 1st. Lt. Shellie H. Green, assistant to Major Avery with additional duty of Wing Historian, MSG-2 Roy W. Anderson, noncommissioned officer in charge of office administration, and Mrs. Jennie B. English, civilian clerk-stenographer.

The Second Bombardment Group has as its Intelligence Officer, with additional duty of Group Historian, Captain Kenneth C. Titmus. Captain Titmus has, with

the help of his Staff and under the supervision of Major Avery, made wonderful progress in establishing intelligence in the Bomb Group. This will be discussed later.

Captain Lincoln D. Helyea is Captain Titman's assistant and is in charge of the Target Section.

First Lieutenant J. G. Worthington is assigned as Group Photo Interpreter. MSG-1 George L. Colby, noncommissioned officer in charge, MSG-3 Eddie B. Anderson, noncommissioned officer in charge of administration, SGT-4 Audroy A. Kirkland, classified typist and historical clerk, MSG-3 Clark D. Daniel, Jr., target clerk, SGT-4 Rollen L. Jones, typist.

Squadron Intelligence Officers are: 20th Squadron, 1st Lt. George R. Owens; 49th Squadron, Captain Robert D. Voeck; and in the 96th Squadron, Captain John R. Ward.

The mission of Combat Intelligence as a part of the "G" Staff is: To insure the prevention of strategic, tactical or technological surprises from any source, to provide air intelligence required for command decisions and counsel upon air preparedness and air operations.

Security as part of the mission of the old A-8 Section has been assigned to the Provost Marshal. This paper transfer, however, has not as yet transferred

in fact, security from the Intelligence Section. While all records and administration regarding security are currently maintained in the Provost Marshal's office, the Director of Intelligence is still assigned security projects.

At Group level, the Intelligence Officer is responsible for security even though it is not by regulation assigned to him. He processes, with the help of the Squadron Intelligence and Security Officers, all form 643A's (personal history statements), and maintains a file of cleared personnel.

May began a new era in intelligence in this Wing. Among the changes enacted, in addition to being no longer charged with security were: Discontinuance of the combined Wing Group and Squadron Section, and the assuming of mission reporting for operations.

Each Squadron Intelligence Officer shall be expected to brief and debrief all missions, regardless of length or duration, and to provide an intelligence reading room where all personnel may read the latest intelligence publications, receive instruction, read and study Evasion and Escape Plans and Methods and target study for personnel concerned⁵.

5. See exhibit eight, memo S-3 2d Bomb Gr to Sq CO's.

The Group Intelligence Officer maintains a staff planning room in building 124. This room is not designed as a conference room, except classified conferences, since those are maintained elsewhere. It is the current plan of the Director of Intelligence to use this room for strategic planning, mission planning and very important person's lounge during their visits at maneuvers held on this station.

On the ninth of May, Lieutenant Green and Captain Ward attended a conference on "Familiarization with the Atomic Energy Program" held at Higgo Air Force Base, El Paso, Texas.

This section was visited by Captain R. D. Thresher and Lieutenant Edward H. Caton of the Operational Services Division, Intelligence Section, Air Tactical School, Tyndall Air Force Base, Panama City, Florida, for the purpose of acquainting themselves with strategic intelligence functions at Wing and Group levels.

Equipment authorized under Technical Order Number 00-30-191 has not been received in the section. This equipment is on requisition but no information has been received indicating a probable date of issuance.

Work continued throughout the month on the "Station Alert" plan. All industrial organizations; oil refineries, chemical plants, paper mills, etc.,

were contacted relative to the geographical location of their plants, storage areas and communication facilities. Emphasis was placed on the average quantities of combustible materials and chemicals stored and the methods of safeguarding in the event of disaster or uprising. Local law enforcement agencies were contacted by Major Lyndall J. Avery, and plans for handling riots and disasters were discussed. Other agencies and organizations contacted include: The American Red Cross, Local Federal Bureau of Investigation Agency, Local Radio Stations, Savannah Fire Department, and all other federal agencies located in the vicinity of Savannah, Georgia.

Screening of all personnel for information relative to the Soviet Union, in compliance with letter SAC 350.09, Headquarters, Strategic Air Command, dated 6 January 1949, subject: "Information Relative to the Soviet Union", was completed on 12 May 1949. A total of 2198 personnel (military and civilian) were screened and of that total, 37 positive returns and 81 leads were interrogated. A final report was written and forwarded to the Director of Intelligence, Eighth Air Force, Fort Worth, Texas, on 13 May 1949.

OPERATIONS AND TRAINING

Highlighting the training program was the awarding by Colonel Glantzberg of a case of Scotch to two crews for their superior circular error on the Birmingham Mission.⁶ These crews receiving the award were commanded by Captain Swearingen (96th Squadron) and Captain Rice (49th Squadron). The radar operators were Lieutenant Kelly (49th Squadron) and Lieutenant Gibbons (96th Squadron).

Rehabilitation of the bomb group area has continued.⁷ Personnel have purchased paint and other material from private funds in order to have decent buildings in which to work.

The A-3 Officer, Lieutenant Colonel Kelsoy, requested that qualified personnel from Strategic Air Command make a survey of field lighting of this station.⁸

A policy was formulated on wing and base rated personnel flying with the bomb group. Personnel having B-29 and B-50 experience were assigned to one of the bomb squadrons for flying and drawing personal equipment. Base Flight Operations remains responsible for 60-2 requirements and maintenance of the form five for all

6. See exhibits five, six and seven, photographs of Col. Glantzberg awarding Scotch to crews, Mission rept.

7. See exhibits nine and ten. Photos of construction.

8. See exhibits eleven and twelve. TEX 2243 to SAC and SAC letter 686 dtd 10 May 1949. Subj: Survey of Airfield Lighting, Grantham Air Force Base.

personnel so attached.

Lieutenant Colonel Kelsey presented Strategic Air Command policy on retention of officers who admitted fear of flying (SAC ltr. 300.27 Apr 49, Subject, Action under AF Regulation 30-2) to all officers of this command in a series of staff meetings, flying safety meetings and general squadron briefings.

Arrangements were made with Civil Aeronautics Authority to change the tower frequency for Chatham based aircraft to solve an interference problem existing between Chatham tower and Savannah approach control.⁹

Tentative plans were made with 31st Fighter Wing with view of establishing regular camera gunnery training program utilizing fighters of the 31st Wing and bombardment aircraft of this wing.

An orientation lecture was presented to wing staff on radiological defense for this station, covering the proposed outline for instigating an active training program in radiological defense of all subordinate units of this command.

A B-50 aircraft was dispatched to Marietta Air Force Base, Georgia, at the request of the Reserve Training Center at that station with highly qualified pilots

9. See exhibits thirteen and fourteen, TTX to and from C O 8th AF, Subj: Tower Frequency.

and observers. Aircraft was placed on display and the crew briefed approximately 70 Reserve Pilots and 10 Reserve Observers who were on two weeks active duty plus 16 Base Pilots that were interested in the operation of subject aircraft.

A "thank you" letter was received from the Junior Chamber of Commerce at Waco, Texas, for the B-50 furnished for their air show.¹⁰

A very high frequency standby receiver and transmitter was made available for control tower use this station by 1803D AACS Group, Kelly Air Force Base, Texas.

Lieutenant Colonel Kelsoy visited Headquarters, Eighth Air Force and discussed training program for Second Bomb Wing with Colonel Blanchard, Eighth Air Force, A-3, and requested assignment of B-17 aircraft to base flight this station. He also discussed new Strategic Air Command training reports with Lieutenant Colonel Christie, training officer in the Eighth Air Force, A-3.

He discussed Electronic Counter-Measures problem with Lieutenant Lindberg and visited Seventh Bombardment Wing, A-3, Lieutenant Colonel Leberg, and operations and training officer, Major Elitch, to discuss training problems. He questioned Air Force Base flying safety officer on requirements concerning parking of aircraft

10. See exhibit fifteen, ltr. from Waco, Texas, Jr. Chamber of Commerce.

on ramp in violation of directive that they stay 750 feet from center of runway as minimum parking distance. He was advised to not let problem interfere with operations if reasonable caution is used.

Major Thorpe, Special Weapons Officer, attended Special Weapons Conference, Eighth Air Force Headquarters, Fort Worth, Texas, the tenth, eleventh and twelfth of May and also attended the conference at Eighth Air Force Headquarters on Special Weapons Equipment and Plans on 23 May.

Captain Adair, Reports and Training Officer, visited Eighth Air Force Headquarters on the fifth of May regarding submission of and reporting procedures for all recurring reports now being submitted in accordance with current directives.

Captain Adair contacted Lieutenant Porter from Eighth Air Force Headquarters who was at this station on a staff visit on the seventeenth of May concerning Eighth Air Force Regulation 15-9 and received information that definite clarification was forthcoming from Eighth Air Force at a later date. Prepared information for him concerning length of runways at this station and the Bombing and Gunnery Ranges in use at this station.

He later visited Eighth Air Force Headquarters and discussed Eighth Air Force and Strategic Air Command monthly training reports with Lieutenant Colonel Christie, contacted Lieutenant Porter, Statistical Control Section

regarding due dates and efficiency index figures of Second Bombardment Group reports.

Captain Costello, Radiological Defense Officer, on 10th May, attended Radiological Defense Officers Conference at Fort Worth, Texas, and on the 10th of May went to Birmingham Radar Bomb Cocking Site as a ground observer in accordance with operations order 10-49.

Representatives of Air Proving Ground, Eglin Air Force Base, Electronics Section, visited this station to coordinate procedures on the maneuver, testing ECM Equipment. The preliminary planning has progressed exceptionally well, however, much staff action remains to be accomplished inasmuch as the actual operation order has not been received.

The Wing Communications Officer attended the Senior Communications and Electronics Conference held at Orlando, Florida, 11-12 May 1949. Notes pertaining to the conference will be forwarded this station in approximately thirty days after the conference took place.

On or about 20 May, 1949, Major Ruth, representing the Airways and Air Communications System, and Mr. Halsell from Warner Robins Materiel Area, arrived this station for the purpose of choosing a suitable location for the Radio Receiving Station, since the one in existence was not deemed adequate under the Airways and

Air Communications viewpoint. A conference was held that afternoon between Major Rath, Mr. Halsell, Lieutenant Colonel Kelsey, A-5, Colonel Brackenridge, Acting Wing Commander, and Major DeSantis of the Air Installation Office. It was agreed upon at that conference that if necessary, the Airways and Air Communications System would furnish the labor squadron comprising of approximately 250 personnel for the purpose of accomplishing any heavy construction necessary in the completion of the building. Mr. Halsell, representing Warner Robins, anticipated that Warner Robins Air Materiel Area would have a considerable amount of funds toward the fifteenth of June and suggested that those funds could be diverted to complete the necessary project.

The location that was agreed upon at that time was later disapproved by the Base Commander in view of the fact that the site was situated in a position which may possibly render a hazard to flying safety.

Lieutenant Colonel Halsell, Headquarters USAF, was contacted, and it was agreed to allow the local Communications Officer to choose the location.

After an extensive survey of various probable locations, it was finally agreed upon by all concerned here that the site in the approximate location of the

Coordinates of 144 and 82 of the Chatham Air Force Base Basic Layout Plan was the most suitable. The request for work order has been initiated through the Air Installation Officer for the completion of a project and its construction.

Captain Ritch has been transferred to the Wing Headquarters to relieve Major Sanders, who has been permanently transferred. Captain Ritch will assume the duties of Wing Communications and Electronics Officer.

Colonel William E. Dubank, Commanding Officer of the Second Bombardment Group, was on temporary duty in Albuquerque, New Mexico during this reporting period and Lieutenant Colonel Lyle G. Maritzon was acting Commanding Officer during his absence. Four bombardiers were transferred during this month to Mather Field, California to undergo TOS7 training for a period of 48 weeks. Captain Redfield, assistant Group Radar Officer, was transferred to Ohio State University for two years of postgraduate training and 1st Lt. James R. Hyde has been transferred to Randolph Field to undergo pilot training.

On 14 May 1949, orders were received from Eighth Air Force to prepare for a normal effort mission to be accomplished 18 May 1949. A total of 31 aircraft were scheduled to participate in this mission which consisted of a controlled time over the Initial Point for a Radar Bomb Scoring run over Birmingham, Alabama, and re-

turn to Chatham Air Force Base. Of the 21 aircraft scheduled, 18 were scored by the plotting station, the results of which are secret.

Total flying hours accomplished were 763:45, which can be broken down as follows: hours formation, 12:50, of which 3:30 were below 25,000 feet and 9:20 were above 25,000 feet; transition, 68:50; instrument, 141:00; night, 166:56; participation in air demonstrations, 7:30. This mission was flown by the 20th Bombardment Squadron and consisted of a static display of one B-50 aircraft to Marietta, Georgia.

Total hours ground school for this period is 4356:00, which can be broken down as follows: Airplane Commanders, 786:00; pilots, 519:00; navigators, 296:00; bombardiers, 141:00; flight engineers, 142:00; radar observers, 566:00; radio operators, 2728:00; gunners, 278:00.

During this month, the Electronic Counter-Measures Officer spent three days temporary duty at Wright-Patterson Air Force Base at the Research and Development Conference attended by many of the other ECM officers stationed in the United States. The results of this conference have no immediate effect upon the activities of the Second Bombardment Group.

The Bomb Group personnel arrived at Chatham Air Force Base during the week of 8 May 1949, and the

communications office was set up in building 3-125. By the end of the month all necessary facilities required, except a safe for the storing of classified documents, had been acquired and normal duty routine had been resumed.

The progress of the bombardment squadrons in setting up organizational maintenance facilities was monitored by this office. Facilities for the supply of DC power to mock-ups are not yet available, but C-21 type engine-driven generators have been obtained, and a source of electrical power is no longer an acute problem.

The requisitions for DC rectifiers, which were discussed in detail in previous histories, have not yet left Base Supply because personnel of that activity were not acquainted with the action taken by the bomb group in submission of T/O & E change requests at Davis-Monthan. The matter has been followed up and early action is anticipated.

A conference between personnel from the Electronics Branch, Air Proving Ground, Eglin Air Force Base and Lieutenant Colonel Clyde D. Kolney, Major David L. Liebman and First Lieutenant David H. Brown, was held at this station 17 May 1949 for the discussion of a test project to be conducted in connection with the Air Proving Ground. The purpose of the project is to determine the ability of airborne radio operators to control a given band

of frequencies, discover and identify ground controlled interception radio transmissions therein, and to jam those transmissions with equipment presently available. Identification is to be accomplished solely by the appearance of the intercepted signals on a panoramic adapter in order that these procedures will not be dependent upon the language used in communication. It was tentatively agreed to fly three missions in this test on 6, 8 and 10 June 1949.

Necessary equipment, with the exception of the panoramic adapters, AN/APA-38, were drawn by the three squadrons, a mock-up constructed and installation begun under the immediate supervision of the ECM Officer.

A second conference was conducted at Eglin Air Force Base 31 May 1949. Personnel attending from this section were Major James E. Mills, Major John A. Scruggs and First Lieutenant Brown. In view of the immediate non-availability of the panoramic adapters, the test flight schedule was revised to 19, 22 and 26 July 1949 with one practice mission scheduled for 15 June 1949. Arrangements were made to conduct operator training missions in conjunction with Air Proving Ground during the intervening time. A point to point radio link has been set up between this station and Eglin Air Force Base to facilitate the scheduling of practice missions. Captain Ingvald O. Haugen arrived this station 31 May 1949 on temporary duty from Walker Air Force Base to aid in the

accomplishment of this project.

Captain R. E. Hitch was relieved of his assignment and duty as Communications Officer, Second Bombardment Group, and reassigned to Headquarters and Headquarters Squadron, Second Bombardment Wing, 27 May 1949. The vacancy this created was filled 31 May 1949 by Major Donald W. Goodhart and First Lieutenant Robert E. Wilson. Major Goodhart has assumed the duties of Electronics Officer and Lieutenant Wilson those of Communications Officer. Neither has as yet been assigned his duties on special orders, but both are present and acting.

The Aircomnet was operational on a 24-hour basis 1 May 1949. Although adequate in ideals the furnished equipment handicaps the efficient operation of the nets in place of one Model 19 Teletype Equipment which would perform efficiently, one TC-15 and two EM-7-B Equipment must be used, which at times, results in an overload of the circuit. The Aircomnet was designed for more efficient traffic handling and replacement of the MOAN net throughout Strategic Air Command. The new JANAP 327 was received at this station.

The month of May was utilized by the S-3 Section as regulation supplies and equipment for setting up the Ground Training Section. Tools, trainers and office supplies were ordered. Desks and necessary file cabinets were picked up from Quartermaster Supply. Some scrap lumber was used to construct shelves, benches and signs.

A B-50 radio operator code schedule is being set up and should be in operation during the month of June. No Celestial Navigational Training, Bomb or Link trainers have been received to date. All have been requisitioned. Additional airmen have been assigned to this section but are being utilized in another department. A projection room and a film library have been established and all training equipment has been requisitioned. As soon as the supply of projector, screen and training film have been received, this department will be operational.

The B-50 Mobile Training Unit has begun partial operation.

Due to the slow supply of equipment little progress has been made in the Chemical Warfare Section. Such personnel normally assigned to this section are being utilized on the small arms range.

Gunnery Hook-up trainers began training this month for combat crews. Additional equipment is on requisition. Due to non-availability of targets, target material and other small arms equipment at this station, it was necessary to send one airman to Davis-Monthan Air Force Base, Tucson, Arizona, for the purpose of obtaining supplies on a loan basis.

The Foreign Clearance Section is now ready to assist in the clearance of aircraft to and from foreign soil. An adequate supply of world maps and charts are now on

hand and properly filed. Foreign Radio Facility Charts and International Notices are being kept up to date daily.

The Flying Safety Section is fully operational and two meetings for all rated personnel of the Base were held.

The instrument board has been increased to include pilots from each organization on the station in order that the Bomb Squadrons could be represented.

Groups were alerted at the Staff Meeting on 31 May 1949, to prepare for the special maneuver coming up on the twentieth of June, 1949, which will probably run three or four days, counting preliminary cranking up and the mission tests and the Operational Readiness Test on fifth of July. A large influx of VIPs from Washington and 20 officers and 35 airmen on the team from Sandia are expected. These people will be taken care of in barracks, dormitory style.

MAINTENANCE AND SUPPLY

Activities for the month were, in general, of a routine nature, however, some matters came up which required considerable attention and quite a little time. Goldenrod copies of AF Form 215 were received from Eighth Air Force Headquarters and are now in the hands of unit supply activities for necessary action. A meeting was held for all supply personnel of the base by Lieutenant Colonel Oscar R. Schaaf to pass on instructions and formulate a policy on processing these supply records. Also, to discuss policies and procedures on several other things including requisitioning of Unit Essential Equipment shortages, proper supply channels, emergency requisitions, and typewriter and motor transportation allocations. Some changes in filing were decided on and files for this section were set up. Individual laundry came under discussion towards the latter part of the month and at the month's end this problem was still occupying quite a bit of time and attention. Also, a shipment of typewriters was received at Base Supply and since there is such a critical shortage of this item on the base, it was necessary to make a survey to determine what activities are in the most need of them. This was expected to be accomplished by 5 May 1949.

Authority for cancelling all outstanding requisitions

on AF-508-50 at Davis-Monthan Air Force Base was received by telephone and TWX, individual cancellations are to follow, probably about 5 June 1949. New requisitions for all UEM shortages are now being submitted to AF-502-50 and are to be completed by 15 June 1949. Satisfactory progress toward eliminating shortages of UEM was being made.

Lt. L. L. Crowder, Jr., Assistant Wing Armament-Ordnance Officer, departed this station on 6 May 1949 for approximately six months Temporary Duty to the Air Force Armament School at Lowry Air Force Base, Denver, Colorado, as per Headquarters, Second Bombardment Wing special order number 74, paragraph 20, 6 May 1949. Upon completion of course he will return to this station.

Major Robert S. Overstreet, Wing Armament-Ordnance Officer, was nominated to attend the Air Force Staff Armament Course at Lowry Air Force Base, Denver, Colorado, commencing 6 July 1949, duration of the course is twelve weeks and upon completion of course, Major Overstreet will return to this station. Major Overstreet has also been nominated to attend the Air Force Armament Conference to be held at Eglin Field, Florida, on 8 and 9 June 1949.

Action has been initiated from this Headquarters by letter to the Commanding General, Eighth Air Force,

to make the Chatham Air Force Base small-arms range available for use. The land comprising this range is at present, privately owned.

The Air Installations Officer was requested on 9 May 1949 to initiate a project for rehabilitating the present ammunition storage area.

On 11 May 1949, Major Robert B. Overstreet obtained authority from Lieutenant Colonel J. D. Brantley, the Executive Officer of Camp Stewart, for this station to secure sand from Camp Stewart for the purpose of loading all one hundred pound practice bombs used by this station.

Initial action has been taken to have the water on this base analysed to determine its probable effect on the water injection system of the aircraft.

A weekly bulletin is now being edited and published by this section. The title of this bulletin is "The Crew Chief". "The Crew Chief" gives data of interest pertaining to the aircraft of this base.

Eighteen oil ranges were requisitioned on 6 May 1949 and the full quota has been received and are now being installed in the messing installations.

Equipment and materials necessary for opening mess number three for the Second Bombardment Group have been received except for metal to make serving lines,

ramps for dishwashing machines and ramps for steam tables.

The Food Service Council held their first meeting on 26 May 1949 and very few complaints were registered, however, a number of suggestions for improvements of messes were given by the members.

The Menu Planning Board met on 26 May 1949 and revised the August 1949 menu. A number of changes in issue and preparation were made.

The mission of this Headquarters, Second Maintenance and Supply Group continues to provide coordination and supervision of a Maintenance Squadron, Supply Squadron, and a Motor Vehicle Squadron; to establish, in connection with a combat group Headquarters, priorities and allocations of Maintenance, Supplies, and Transportation; to receive and disseminate publications and correspondence requiring action by this Headquarters. To perform all maintenance duties and services, up to and including field maintenance and engine build up in the aircraft in support of a Combat Group and its Bomb Squadrons; to enable same to accomplish efficiently their mission; to perform field maintenance and reclamation service on air to ground, air to air, and airborne radar equipment and repairs; to provide motor vehicle transportation, commercial transportation, railway section, and Aircraft Refueling Service for support

of a Wing.

The Maintenance Control Section originates all functions of maintenance, establishing priorities and maintenance assignments. It acts as a central point from which assignments and projects are delegated to various sections.

Within the Group there is appointed a base accountable officer who supervises all functions of supply and requisition. Personnel is furnished by a Supply Squadron of this Group. This office is responsible for the supplies of the entire Wing Activity.

A commercial transportation section includes: air freight, railway freight, motor freight, and passenger service which is a staff section of the Group Headquarters with Headquarters personnel; receives and processes the freight received from the three sources, classifies and ships freight by the same three means. Establishes priorities for shipment for this base to other bases or depot of all freight. Issue R/A's for air, rail or motor transportation depending upon priority; operates own administration section to accomplish same.

The Motor Vehicle Squadron operating a motor pool and refueling section furnishes entire base needs for transportation and refueling of aircraft. Recently the

refueling section was authorized a 100 per cent increase in refueling units, due to the fact that B-50's hold 8,000 gallons and the largest refueling unit presently available holds 4,000 gallons. Consequently two trips are needed to refuel aircraft. When aircraft are on a maximum effort mission difficulty in quick refueling of aircraft is encountered by the present small refueling units. Larger or 6000 gallon units should be made available. None of new authorized allowance for refueling units have been received to date.

There are few misclassified personnel within the Maintenance and Supply Group. A constant survey is made twice monthly to reclassify those who are on On-the-Job-Training and having completed the necessary requirements; airmen who may have been overlooked for some period of time who were mal classified, and thus over graded. A recent example of this is an airman carrying 911 (Armorer), who has been doing 405 work in administration since 1944. Because he graduated in school as a 911 he has evidently been carried as such. This man will be immediately reclassified since his desires are to be a 405 typist and declares no knowledge of 911 as Armorer since 1945.

Lt. Col. Julian A. Harvey replaced Lt. Col. Oscar R. Schaaf as Group Commander on 2 June 1949. Lt. Col.

Schaefer was Group Commander as well as Wing A-4 Staff Officer. He has now reverted in assignment to the Second Bombardment Wing and is presently Wing A-4 Officer.

The total civilians authorized within this group are 180; as of 31 May 1949 approximately 80 of these positions have been filled. Positions are now being filled more rapidly since the arrival of the Maintenance Squadron to this base on 1 May 1949 and with the shops just getting into shape to receive the civilians for job assignments. A coordinated survey was made of all civilian personnel within this group recently for changes of personnel on the Table of Distribution Augmentation in respect to deleting personnel from one section to add to another to be more effective in the group utilization of the Civilian Personnel allotment. There are no problems since the sections have had the increase of civilian personnel.

There are no maintenance activities in a school program. Lack of equipment and personnel at the present would hinder present operations.

A Base Drivers' School is being maintained. The accident rate is 3.6, having dropped from 8.3 in April. The decline is attributed to the fine instructors and strict examinations of all drivers on this base.

The Air Force Warehouses are receiving about 400 to 500 items daily. This has been too much of a load on Central Receiving and Classification, and they have been unable to inspect all items. Additional storage space is needed. Additional space was requested from Savannah Military Sub-District but this was refused.

Service Stock is about 60 per cent operational at the present time.

Commissary is now 100 per cent operational other than the sales store.

The AF Stock Control Sections crowded condition is seriously hampering continued efficiency. This is expected to be alleviated in the near future as plans are in progress to remove one partition, which will allow for considerable expansion. The Air Force and Signal Stock Control Sections are having classes in posting and classes for all responsible clerk-typists. The Repairs and Utilities Section has been handicapped due to the assignment of new personnel. All Stock Control Sections have received sufficient cabinets to contain all Stock Record Cards. This previously was a great handicap to this section.

Ordinance assignments have been accomplished with no major problems arising. Ammunition Area supply procedure for issue and turn-in of fast moving ammunition

is very satisfactory. This has greatly simplified the handling of ammunition and reduced man hours. Additional bomb service trailers have been ordered for this section to increase efficiency.

There was an acute and critical shortage of typewriters up to and until the end of this month. Base Supply has now received sufficient typewriters to issue to the using organizations and sections for relieving a critical situation. More typewriters are needed and are on requisition.

Automotive parts and tools are needed; this greatly hampers the operation of the Motor Vehicle Squadron. All materials have been requisitioned.

Maintenance shops are lacking many types of machines and until they are received operational efficiency will be delayed.

During this month all sections under Maintenance Control were utilized in setting up the various shops; building work benches, setting up equipment, building tool cribs, and parts bins. Every shop had to build from "scratch"; buildings were available and nothing else. Buildings were old and dilapidated. With the help of Air Installations, most of the buildings were patched up so that rain does not seep through as it had previously. Equipment arrived from Kearney Air Force Base and was found to be in fairly good condition. It is being installed as quickly as possible.

Fabrication shops have the majority of its equipment installed but only one lathe has been put into operation. The electric power is available in the buildings, but no drop cables have been procured as yet. The welding shop is handicapped by lack of raw material. No metal of any sort is available on this base. Tire breakdown shop has no equipment and is not functioning at the present time. The paint shop is doing a tremendous volume of business trying to accommodate the numerous demands for signs. Woodmill personnel are constantly in demand to repair and modify the buildings. The parachute shop has but one table for packing parachutes. This table was fabricated from old mess tables, but as yet no packing has been done because of the lack of pulleys and gullropes for the tower.

Engine Build-up is in business as usual. With very little equipment they are doing their best to build up engines. No stands or overhead hoists are available as yet. The aircraft wash rack was put into operation by this section and is functioning to the satisfaction of all concerned.

The armament section is without a commissioned officer at present and the officer in charge of Engine Build-Up has assumed the additional duty of supervising this activity.

The Electronics Section is going full blast setting up their mock-ups but are greatly handicapped by the incompleteness of the equipment received to date. At present only the ECM mock-up has been completed and is in operation.

Approximately 90 per cent of Unit Essential Equipment is now on hand in all Squadrons of the Air Base Group. There are still critical shortages in Miscellaneous Receipt property, the most important of which are typewriters, tools and maintenance equipment for the Base Flight Engineering Section. Quartermaster laundry service has not been completely satisfactory. On several occasions some of the laundry has been held over a week by the laundry. This discrepancy has been reported to the Quartermaster Laundry Officer and action is being taken to improve laundry service.

During the month of May, the Purchasing and Contracting Section has been working at a peak load. The increase in activity was caused by the step up in work by Air Installations Office to have the Base ready to receive the Second Bomb Wing. During the month of May a total of one hundred forty-five orders were issued for a total money value of \$29,935.68. During the same period a total of three large construction contracts were written for a total money value of \$52,190.00.

Also there were four supply contracts written for a money value of \$6,670.20, and a packing and crating contract for \$5,455.00. The total money value of procurement actions for the month was \$94,307.70. During the month of May, one hundred forty-five invoices were sent to Finance for payment with one hundred three left on hand due to lack of receiving reports and incomplete shipments.

Three additional aircraft were assigned to the Base and Transient Aircraft Maintenance Section during the month of May, namely one B-25 and two L-15A's. The B-25 is one of the six aircraft authorized by T, O, and E, and the two L-15A's were assigned as a special authorization upon request of this station. These two aircraft are to be used primarily for search and rescue purposes.

A total of six hundred one hours were flown during the month, by base flight. This is three hundred ten hours more than last month. A total of eighteen 25, 50 and 100-hour inspections were performed during the month on assigned aircraft.

Base and Transient Aircraft Communication Shop is now attached to Base Communication Shops. Base shops are setting up test equipment to be used by Base and Transient Aircraft.

As of 31 May 1949 the Second Bombardment Group had 51 aircraft assigned on the LROA report, broken

down as follows: Three B-29s, 15 B-29As, and 33 B-50As. During the month the B-50A aircraft was gained from Washington, D. C.

There was a total of 765.44 hours flown during the month of May. In and out of commission status of the aircraft is as follows: 67 per cent in, 11 per cent Airplane out of Commission Party (AOP), and 22 per cent out for maintenance.

Since arrival at Grantham Air Force Base all Technical Representatives have been assigned to work out of the S-4 Office. Their names and companies they represent are as follows:

Pratt and Whitney

Philip C. Bond

Curtis Electric Property

E. E. Payne and Nick
Braman

Boeing Aircraft

Mr. Doudna

During May many changes were effected in personnel assigned to the Air Installations Office. The current TDA authorizing one hundred four employees, was an increase of fifteen over the initial strength. In order to fill the vacancies with the best qualified personnel, foremen and others in a supervisory capacity were requested to select competent employees presently employed on a 90-day basis. Eight employees were transferred as a result of the increase in the TDA and requisitions were submitted to Civilian Personnel Office for the purpose of filling the remaining vacancies.

The Chief Engineer and his assistants were busy during the month compiling data and preparing specifications for rehabilitation of Hanger Number 109. Due to extensive repairs and installations required, the paper work entailed preparation of the specifications in twelve sections. The hanger in question was constructed during the war but was incomplete on V-J Day when the work was stopped and the contracts cancelled. Being the only hanger on the Base where heating facilities can be installed, it is planned to have it weather-tight, and provide heat, electric power and latrine facilities.

Under the Deferred Maintenance Program, a project was prepared for the construction of special training facilities covering installation of 7-1/2 quonset buildings. Concrete floors for the project presently exists. The unit will be thoroughly insulated for the purpose of installing air conditioning facilities.

The twelve operation type buildings for use of the 98th Bombardment Squadron have undergone minor repairs, and personnel have moved into these quarters. Barracks and technical buildings for housing and operational use respectively are nearing completion.

Airmen comprising the detail for insect and rodent control have succeeded in making considerable progress

toward safeguarding personnel from the danger of infection attributable to mosquitoes and poisons. A total of six hundred forty acres were covered in the process of destroying breeding grounds and more than seventy-two thousand linear feet of ditches. A total of two hundred fifty gallons of DDT spray was used in the process of spraying two hundred buildings in addition to the outdoor areas. Surface water was eliminated covering a three thousand acre area.

Personnel assigned the Base Fire Department are being trained in accordance with Strategic Air Command letter 253 dated 6 July 1949. At present there are forty-one airmen assigned to the Fire Department, thirty-four skilled MOS 1583, four semi-skilled 1583 and two OJT 1583.

One Class 150 Crash Truck was assigned to the Department 13 May 1949 and was placed in service 17 May 1949.

BIBLIOGRAPHY

Ghatham Air Force Base

WX File

Telephone Conversations

Office Diaries

Reports of 2d Bombardment Wing Staff Meetings and
Conferences

Memoranda and R & R's within the unit

Supplies, Services, Equipment Files

Training Files

Correspondence Between this Unit and Higher or Lower
Rehensions

Statistical Reports

Military Histories

Interviews of Key Personnel

HEADQUARTERS 2D BOMBARDMENT WING M
Chatham Air Force Base
Savannah, Georgia

DAILY BULLETIN
NUMBER 22

OFFICIAL

2 May 1949

.....EXTRACT.....

TO ALL PERSONNEL:

I desire to express my sincere appreciation to all personnel of this command on their whole-hearted cooperation and determined efforts in the accomplishment of our task to have this installation completely operational by the 15 May deadline. Your initiative, perseverance, foresight and quality of work have been outstanding. Much high priority work, however, remains to be accomplished, such as completing the buildings and area required for maximum efficiency in the operation of the Bomb Group. Nevertheless, sufficient progress has been made to justify resuming the Saturday duty hours of 0700 to 1200, effective 7 May.

It is desirable that we accomplish as much as possible of the high priority work during cool weather in order that we can be back to normal duty hours before hot weather sets in.

s/FREDERIC E. GLANTZBERG
t/FREDERIC E. GLANTZBERG
Colonel, USAF
Commanding

.....EXTRACT.....

BY ORDER OF COLONEL GLANTZBERG:

OFFICIAL:

Wm. D. TAYLOR
Major, USAF
Adjutant

s/ Wm. D. TAYLOR
t/ Wm. D. TAYLOR
Major, USAF
Adjutant

Exhibit one.

A TRUE EXTRACT COPY

Shellie H. Green
SHELLIE H. GREEN
1st Lt., USAF

HEADQUARTERS 2D BOMBARDMENT WING M
Chatham Air Force Base
Savannah, Georgia

MEMORANDUM:

23 May 1949

Administration of temporary duty travel funds will be governed by the following policy pending publication of pertinent regulation. A copy of this memorandum will be posted on all bulletin boards.

I. In order to establish a most equitable apportionment of the limited TDY funds available at this base, the following policy is in effect:

a. Requests for orders will state the length of TDY, route and destination, the mode of travel, the purpose of the TDY and whether or not government quarters and/or messing facilities are available, when the information is known. Requests will be examined for propriety of per diem and mode of travel by the Budget and Fiscal Officer prior to issuing the special orders.

b. Air crews will be limited to a minimum number of personnel required to operate the aircraft and perform the assigned mission. Personnel ordered on administrative flights will be kept to a minimum.

c. Limitations on payment.-

- (1) Per diem is not authorized for TDY periods of less than 24 hours, except where government quarters are not available.
- (2) Per diem for overseas flights is limited to en route to and from but not at overseas base (Subject to the provisions of a Special Field Exercises).
- (3) TPA will not be authorized except in extenuating circumstances for TDY periods of less than thirty-five (35) days.


d. Mode of travel.- Military aircraft will be utilized whenever possible.

- (1) If military aircraft is not available rail transportation will be utilized.
- (2) Commercial air travel will be authorized only in emergencies.

2. Additional controls as required will be implemented in accordance with the availability of funds.

BY ORDER OF COLONEL GLANTZBERG:

Exhibit Two.


Wm. D. TAYLOR
Major, USAF
Adjutant

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HEADQUARTERS 2d BOMBARDMENT GROUP II
Chatham Air Force Base
Savannah, Georgia

MSG 319.1

20 May 1949

SUBJECT: Final Mission Report (Unscheduled Radar Bombing Attack on
Birmingham AFB Target 26, 28 and 19 May 1949)

TO: Commanding Officer
2d Bombardment Wing II
Chatham Air Force Base
Savannah, Georgia

1. In compliance with SAC Regulation 55-2, dated 2 December 1947,
the following mission report is submitted.

2. Summary.

a. Mission: At 2200Z 18 May 1949, Eastern Air Force Operations
Order 10-49 was received by this organization. Immediate preparation for
the maximum effort mission involved was completed. Subsequent amendments
saw to changing the number of aircraft participating, but did not inter-
nally affect planning work.

b. Personnel: Full contact crews were carried on all participat-
ing aircraft.

c. Operations:

- (1) Pre-planning: Information concerning the route, target
times, weather, target data etc, was obtained on 16 and
17 May. The briefing for the mission was held at 1500Z
18 May 1949. A great amount of preparation was put into
the briefing material, and it was considered as adequate
as possible except for the non-use of radar scope photo-
graphs. Radar Operators were thoroughly briefed on IP
target material, and special emphasis was placed on scope
interpretation utilizing predicted radar returns in the
target area. Direct smoke bombing was employed. Large
size aerial photographs of the Birmingham area were util-
ized with apparently fair to good results. All aspects
of the run from the IP to the target were considered.
Crews were carefully briefed on the absolute necessity
for crew coordination in the mission, with special

EXHIBIT SEVEN

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0091 217.2

~~SECRET~~ Final Mission Report (Classified Under Reading Attack on Birmingham BMD Target #6, 28 and 29 May 1949)

engineers placed on the navigator and radio operator team, and an absolutely accurate pre-target information. In this connection, an air communication from Flight Air Force, the first aircraft notified over the target and designated on the control and radio aircraft for the mission. In the light of circumstances that arose during the mission, this aircraft proved extremely valuable.

- (2) Mission Index. A block altitude of over 20,000 to 22,000 feet was obtained from the first aircraft. The aircraft departed at 0100Z, and all aircraft departed at 0100Z. The crew were allowed to set their own time out based on their control time at Birmingham, and the first aircraft was airborne at approximately 0100Z. Aircraft departed at approximately 0100Z, and the aircraft then on. The aircraft was as expected, and was with a determined factor. The first aircraft called in, reporting the IP at 0200Z and at that moment a power failure occurred at the Birmingham Airport, throwing power off all over the area. This put the BMD into a state of confusion. The BMD personnel immediately checked in with an auxiliary generator on the line, but were delayed due to mechanical difficulties. In the meantime, Major Johnson, 9-9 of the 24 Bombardment Group, went to the Birmingham Tower and was able to contact the lead aircraft, and inform him of the circumstances. This aircraft was instructed to act as a control aircraft, instructing all aircraft approaching the IP of the delay to be suspended, and in general to control traffic in the area of the IP. At approximately 0245Z, the power came on again at the base, and the BMD resumed operations. At this time there were four aircraft in the Birmingham area of the IP. The first aircraft completed its run at 0250Z, and the rest of the aircraft completed their runs at approximately fifteen minute intervals in accordance with the control aircraft. The aircraft from the 24th Bombardment Squadron suffered a partial loss of power on one engine, while approaching the IP, and was cleared through to the target immediately and made his run at 03,000 feet. All the other aircraft made normal runs. There were no clouds on the mission. Both sides the result of complete radio failure. There was also a dry run when aircraft were ordered radio failure, landed at Birmingham Airport, and reported the radio was cleared to make a run at 0300Z. This was also cleared before the conclusion, but since

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MSG 319.1

SUBJ: Final Mission Report (Simulated Radar Bombing Attack on Birmingham RNS Target #6, 18 and 19 May 1949)

AUG had informed the RNS Site that no further aircraft were en route the mission was considered completed and with only one man on duty in the Site the run could not be secured. Weather conditions at Chatham Air Force Base deteriorated rapidly after the mission was airborne, and by 0600Z 19 May 1949, ground fog had covered the entire Savannah area precluding the aborting aircraft from returning to base and picking up a spare aircraft. It also imposed the problem of aircraft returning from the mission having to go to alternate airfields. Warner Robins AFB, Hinesville AFB, and MacDill AFB were utilized for this purpose. However with the number of crews that landed at those bases, housing and feeding problems were encountered due to the normal filled condition of those bases. Action is being taken to insure coordination of future missions which may involve use of alternate fields. Eight aircraft landed at Warner Robins, 14 aircraft landed at Hinesville AFB, and one aircraft landed at MacDill AFB. All aircraft had returned to Chatham AFB by 1800Z 19 May 1949. No major maintenance difficulties were encountered on the mission.

6 Incls
Attachment 1 thru 6

WILL C. LAMBERT
1st Col, USAF
Commanding

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ANNEX INDEX SHEET:

- Annex No. 1: Navigation Report
- Annex No. 2: Radar Report
- Annex No. 3: Bombing Report
- Annex No. 4: Flight Engineer's Report
- Annex No. 5: Gunnery Report
- Annex No. 6: Communications Report
- Annex No. 7: Supply and Maintenance Report
- Annex No. 8: ECM Report

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ANNEX NO. 1 NAVIGATION REPORT:

1. Of the twenty (20) aircraft that passed over the airport, (Jacksonville Field, La.). All control lines were in the correct column with exception of the following:

- 1 a/c 1 min. late.
- 2 a/c 1 min. late.
- 1 a/c 1 min. early.
- 1 a/c 2 min. early.
- 1 a/c 4 min. early.

2. There was one evident navigation error during the flight. Aircraft 6035 flew to the wrong part of the column. The pilot immediately discovered the error immediately and the aircraft turned in correct line Birmingham and the aircraft returned to the proper column (Alabama).

3. No navigational difficulties were encountered other than the incident mentioned in par 2.

a. Flight plan attached to this report.

b. 6034 - 7:05 hours
6035 - 7:07 hours
6036 - 7:10 hours
7103 - 6:34 hours
7108 - 6:42 hours
6038 - 6:44 hours
7111 - 6:51 hours
7112 - 6:53 hours
6037 - 6:55 hours
6009 - 6:57 hours
7115 - 6:59 hours

7105 - 6:05 hours
6039 - 6:51 hours
7110 - 6:44 hours
7107 - 6:42 hours
6035 - 6:40 hours
6031 - 6:41 hours
7109 - 6:42 hours
7111 - 6:43 hours
6030 - 6:44 hours
6031 - 6:45 hours

c. 6:10

d. None

e. 25 hours

f. None

g. None

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ANNEX #2. 2 RADAR REPORTS:

1. Sheridan (17) aircraft completed 113 runs on the Birmingham Road Plot. Of this number, one aircraft, 7137 released off the board at time of bomb away. It is believed that this error was due to a very erratic drive of the rate servo. The operator was not completely satisfied with the tachometer check but adjusted it within the prescribed tolerance. Upon rechecking this mechanism after bomb away it was discovered that the speed of drive was excessive.

2. Two aircraft aborted due to set malfunction. Crystal current on 7112 and 6032 dropped to zero.

3. The crews were briefed to locate the airfield and the railroad yards in the north section of town and by using these two points as reference, determine the location of the target.

4. Offset bombing was not used as an offset point could not be determined with certainty.

5. A summation of the radar operators remarks follows:

6034 Horsey - Target was identified with some difficulty. Picture was poor however it is believed that the point of impact was within 5,000 ft of the target.

7105 McCreary - Sector scan inoperative. Picked up target at 20 miles cannot give accurate hit prediction. An analysis of this run indicated that the operator was aiming at the airfield.

6052 Hamilton - Picked up target at 35 miles. Set on course on railroad yards north of target as it was visible on scope. As soon as WPA Britain was placed on "Zero" crystal current dropped to zero and lost target, no synchronization any further was possible. Hit predictions over and left.

7110 Gibbons - Synchronized perfectly - course good. Could locate target after using airfield and railroad yards as reference. Hit predictions on target.

6035 Stepp - Target was a large bright return however located general area through association between railroad yards and airfield. Hit predictions on target.

7107 Lurba - Due to short range on radar not able to accurately locate target vicinity until 20 miles from target. No hit prediction however operator believed hit was in vicinity of target.

6031 Donsoner - Poor presentation on scope, able to see airfield and railroad yards. However unable to pinpoint target. No hit prediction.

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ANNEX # 2

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AVIATION 1012 1147Z 11/70 (cont'd)

- 6033 Kelly - Run ride at 24,000 ft due to loss of an engine. Target very distinct. Used airfield as reference. Hit predictions: on target.
- 7207 Hoffman - Auto servo motor was very erratic during test run. Upon checking the tachometer adjustment after the run it was discovered that the speed of drive was excessive. The course was good. Hit predictions: very short.
- 6035 Stapp - Target identification was good. Used airfield and railroad to north as reference. Hit predictions: on target.
- 6030 McLaughlin - Picked up Birmingham at 50 miles. Determined aiming point by using airfield and north railroad yards as reference. Hit predictions: on target.
- 7111 Wells - Definition poor. Target difficult to locate. Hit predictions: on target.
- 7100 Paradise - Difficult to locate aiming point. No difficulty in killing course rate. Used airfield as reference. No hit prediction.
- 6046 Smith, C.E. - Used airfield and railroad yards for reference. Hit predictions: on target.
- 7106 Hadley - Poor definition, erratic rate drive. Used airfield and railroad yards for reference. Hit predictions: over and possibly lost.
- 6031 Olson - Target return good until reached approximately 40 miles. Used airfield and railroad yards for reference. Hit predictions: on target.
- 6039 Mitchell - Used railroad yards for reference. Target return good. Hit predictions: on target.
- 7115 Santora - Picked up target area at 50 miles; could see target up to 6 miles. Hit predictions: on target.
- 7114 Yates - Target appeared quite large. The course was easy to kill from 40 to 45 miles, however, when switched to "Home", the target broke up and operator was unable to identify. No hit prediction.

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ANNEX III, 2. RADAR REPORT (cont'd)

6. Aircraft Number	Failure Cause	CF	Remarks
6051	1	Unk	
6032	0		
6016	1	Unk	Radar failure
7106	1	Unk	
7108	1	Unk	
6033	2	Unk	
7111	1	Unk	
7112	0		Radar failure
6012	0		Dry run
6009	1	Unk	
7115	1	Unk	
7105	1	Unk	
6053	1	Unk	
7110	1	Unk	
7107	1		Dry run
6035	1	Unk	
6031	1	Unk	
7109	1	Unk	
7111	1	Unk	
6030	1	Unk	
6011	1	Unk	

6. Aircraft Number	Out of Operation
6051	7:30 hours
6032	2:15 hours
6016	7:20 hours
7106	6:00 hours
7108	6:15 hours
6033	5:15 hours
7111	6:35 hours
7112	2:30 hours
6012	8:00 hours
6009	4:21 hours
7115	6:00 hours
7105	5:35 hours
6053	4:15 hours
7110	6:10 hours
7107	5:20 hours
6035	5:45 hours
6031	7:50 hours
7109	4:15 hours
7111	5:30 hours
6030	5:00 hours
6011	6:15 hours

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Index was used extensively as aid in investigation. No further
penetration was made.

ANNEX NO. 2 (CONTINUED) (Page 11)

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ANNEX NO. 3 SENSITIVE REPORT. No visual training was scheduled or accomplished on this mission.

a. None

b. None

c. Information in Annex No. 2.

ANNEX # 3

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ANNEX NO. 1 FLIGHT ENGINE DATA: The average gross weight of 12 was 128,500 pounds. Twenty-one aircraft were scheduled and nineteen aircraft made runs over the target. Two aircraft aborted after 5.7, one when there was complete radio & radar failure and the other when there was engine failure. Two aircraft used the run on three engines due to faulty turbine at high altitude. The mission was highly successful from the flight engineers standpoint as the predicted fuel from the flight plan was very close to the actual fuel used.

Aircraft	Fuel Load (Gallons)	Consumption	Actual Consumption	Miles Per Gallon	Total Miles
6001	7500	6621	6530	318	8133
6002	6500	6415	6500	359	8120
6005	6500	6369	6200	350	8117
7103	6500	6150	6150	350	8055
7104	6500	6017	6000	316	8013
6003	6500	6059	6050	316	6125
7111	6500	6011	6000	385	7187
7112	6500	5935	6000	331	6102
6012	6500	5860	6050	389	6135
6007	6500	6261	6200	302	6113
7115	6500	5550	6100	338	6107
7106	6500	6120	6000	326	6102
6053	6500	5550	5575	354	5155
7110	6500	6015	6000	393	6155
7107	6500	6020	6050	411	6127
6035	6500	6000	6050	390	6109
6031	6500	6150	6000	411	6181
7109	6500	6150	6000	385	5181
7111	6500	6075	6000	382	6115
6030	6500	5721	6000	323	5113
6011	6500	5911	6050	357	6107

Information flying accomplished on this mission.

ANNEX # 1

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ANNEX NO. 5 SUMMARY REPORT: No summary was scheduled or accomplished at this mission.

a. 10ns

b. 100%

c. 100%

ANNEX # 5

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ANNEX # 6

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ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

U **W**

130 234

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~~SECRET~~

ANNEX NO. 7 SUPPLY AND MAINTENANCE ROUTES

a. None

b. None

c. None

d. None

e. None

~~SECRET~~

ANNEX # 7

~~SECRET~~

ATTN: NO. 5. DON REPORT: No. 105 provided re: unclassified and classified information

1. ~~ALL INFORMATION~~ (100)

- (1) Not applicable.
- (2) Not applicable.
- (3) Not applicable.
- (4) Not applicable.
- (5) Not applicable.

2. ~~ALL INFORMATION~~ (100)

- (1) Not applicable.
- (2) Not applicable.
- (3) Not applicable.
- (4) Not applicable.

~~SECRET~~

Order #1 to Amend

C O P Y

TO : Commanding Officers, 20th 19th 96th Bomb Squadron 31 May 1949
FROM : S-3, 2d Bomb Group M
SUBJECT: Desired S-3, S-2 Functional Organization

A. To set forth an efficient standard policy for the briefing and debriefing procedures desired in this group, the following changes and additions to the present SOP's will be adhered to for all future missions.

1. Squadron Commanders will take immediate steps to put "teeth" into their Intelligence Sections. The previous centralized intelligence section at Group Level has been discontinued, and Squadron Intelligence Officers will be instructed as to their duties.

2. For the coordination necessary in mission planning, briefing and debriefing, it is strongly urged that the Intelligence Section be set up as a Section by itself, under the close supervision of the Squadron Operations Officer. This does not mean that the section will be set up to handle only Operations duties, as the duties of an Intelligence Section encompass for more than simply acting as an aid to the Operations Section. The foregoing is intended to secure the close coordination necessary between the two sections.

3. Intelligence Sections will be given the added duties of assimilation, coordination and preparation of all mission reports going to higher headquarters. This will include such reports as 55-2 Final Mission Reports, analytical reports concerning operational missions, evaluation of operational equipment reports, etc. The operation of this Section should not be hampered by burdening them with strictly Operations functions such as maintaining everyday operations reports, etc. Common sense will dictate those reports falling in their jurisdiction.

4. In the past, the Intelligence Sections have been largely neglected in one of their most important functions, i.e., the task of pre-planning for missions, the collection of intelligence data concerning missions scheduled, and the actual briefing of crews on all aspects of the mission. Effective immediately the Intelligence Section will be the coordinating agency in each squadron for:

- a. Securing target statistics.
- b. Maintenance of intelligence on airfields available for B-50 and B-29 use.
- c. Keeping the Operations Officer informed of all data that can affect missions such as danger area, hazards to flight etc.

Exhibit 1111

C O P Y

Subject: Desired S-3, S-2 Functional Organization, 31 May 1949

d. Many other items affecting the normal operational flights performed in the squadron. The Intelligence Section should monitor all briefings and closely note all requirements of the mission so that they may be adequately informed of the purpose, intent, and requirements for their debriefing.

5. The debriefing of all squadron missions will be the direct function of the Squadron Intelligence Staff. They will be held strictly responsible for the collection of all post-mission data, the evaluation of the overall mission of the Squadron, and the necessary coordination of all sections affected by the mission. (It is expected that in the very near future a standard debriefing form will be put out by this Group). If properly used, the Squadron Intelligence Section can be an important source of information to the Operations Officer and Squadron Commander in this function. All missions will be debriefed no matter how short the duration of flight. Naturally, transition, proficiency and administrative flights will require very informal debriefing. It is of utmost importance that all training flights such as Long Range Missions, Special Weapons Flights, Radar and Visual Bombing Missions, etc, be thoroughly debriefed, and accurately analyzed for deficiencies, poor crew procedures, weather problems, equipment failures, etc. This will furnish accurate up to date information for reporting purposes.

6. In connection with the preparation and forwarding of Final Mission Reports (55-2), the following will be used as a general guide. (Those missions requiring this report will be so designated).

a. Missions performed by one squadron only will be reported by that particular squadron.

b. Missions briefed by the Group Staff will normally be reported by the Group S-2 Section unless otherwise specified.

c. Missions affecting two squadrons will be reported by the squadron designated by the Group S-3 Officer.

D. These policies will in no way relieve the Intelligence Sections of their normal required duties. It should be remembered that this is a TONE Section, and if possible, personnel assigned to this Section should not be assigned crew or other squadron duties.

A CERTIFIED TRUE COPY

KENNETH C. TERNUS
Capt, USAF

/s/ David I. Lieberman
/t/ DAVID I. LIEBERMAN
Major, USAF
S-3 Officer

COPY

20 MAY 1949

FM JESDG 15/COAS CHATHAM AFB SAVANNAH GA 032200Z
TO JWSG/COMDENSAC OFFUTT AFB OMAHA NEB
INFO JWFAD/COMDENAF EIGHT CARROLL AFB FT WORTH TEX

2WAS-073-PD REQUEST QUALIFIED PERSONNEL YOUR HEADQUARTERS MAKE A
SURVEY OF FIELD LIGHTING THIS STATION TO DETERMINE ACTION REQUIRED.
IF REQUEST GRANTED ADVISE PROBABLE DATE OF ARRIVAL PD END

04/1655Z

A CERTIFIED TRUE COPY


JAMES E. MILLS, JR.
Major, USAF
Asst A-3

Exhibit Eleven

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

AIR3C

SAC 686 (10 May 49)

10 May 1949

SUBJECT: Survey of Airfield Lighting, Chatham Air Force Base

TO: Commanding Officer
2d Bombardment Wing H
Chatham Air Force Base
Savannah, Georgia

1. Reference is made to a teletype from your headquarters, 2W43-073, dated 4 May 1949, copy of which is inclosed.
2. This headquarters has tentative plans to survey the airfield lighting facilities at your base. This survey is being held in abeyance pending disposition of high priority work and availability of new type equipment, not yet in supply.
3. Your headquarters will be advised when the survey will be made.

BY COMMAND OF LIEUTENANT GENERAL LAMAY:

1 Incl
Teletype from Chatham AFB
dated 3 May 1949

EDWARD T. LIPFORD
2d Lt, USAF
Asst Adj Gen

cc: CG, 8th AF

A CERTIFIED TRUE COPY


JAMES E. MILLS, JR.
Major, USAF
Asst A-3

Exhibit Twelve

COMGEN EIGHT AF CARSWELL AFB TEX

UNCLASSIFIED

CONCERNING TWO CHATHAM AFB SAVANNAH, GA.
(AIRMAIL)

AIRMAIL

ELI 1378

UNCL

ODE HASCALL _____ PD FOL MSG FR SAC QUOTED FOR YOUR INFO AND
NECESSARY ACTION CIN QUOTE ELI 1378 PD FOL MSG FR USAF QUOTED FOR
YOUR INFO AND NECESSARY ACTION QUOTE FR AFOAC 22914 CAA RPTS
CHATHAM CONTROL TOWER 126.18 MC INTERFERING SAVANNAH APPROACH
CONTROL PD SUGGEST LOCALLY BASED ACFT EMPLOY TACTICAL FREQUENCY
IN CHATHAM TOWER THEREBY LEAVING 126.18 MC FOR TRANSIENT USE
ONLY PD UNQUOTE IT IS DESIRED THAT CHATHAM AFB PERS WORK WITH
CAA PERS AT SAVANNAH TO RESOLVE THIS INTERFERENCE PROBLEM PD
UNQUOTE NOTIFY THIS HQS BY TT OF CORRECTIVE ACTION TAKEN PD END

RAMEY CG HAF

UNCLASSIFIED

c/LIMIE FRYE

ODE A.S. HASCALL, LT. COL., #207 201130 May

Captain, USAF
Asst. Adj. Gen

1 1

A CERTIFIED TRUE COPY:


JAMES E. MILLS JR.
Major, USAF
Asst. A/3

Exhibit Thirteen

OLANTZBERG COAB
CHATHAM SAVANNAH, GEORGIA

COMMANDING GENERAL

EIGHTH AIR FORCE

FORT WORTH TEXAS

UNCLASSIFIED

ROUTINE

ONE HASCALL 2526

WAS _____ PD REUR M23 ONE HASCALL 2526 PD TO ALLEVIATE
CONGESTION ON CHANNEL "B" 126.18 MC IN SAVANNAH AREA X PRIMARY
CHATHAM TOWER FREQUENCY WILL BE CHANNEL "F" 138.42 MC FOR ALL CHATHAM
BASED AIRCRAFT X NORMAL FREQUENCY WILL BE MONITORED FOR TRANSIT
AIRCRAFT PD END

UNCLASSIFIED

WAS JEM/dma 038

26 May 1949
2:00 EST

A CERTIFIED TRUE COPY:

James E. Mills Jr.
JAMES E. MILLS JR.
Major, USAF.
Asst. A/3

Exhibit Fourteen

~~SECRET~~

WACO
JUNIOR CHAMBER OF COMMERCE
Roosevelt Hotel
Waco, Texas

Commanding Officer
8th Air Force Base
Savannah, Georgia

Dear Sir:

The Waco Junior Chamber of Commerce wishes to thank you for making the B 50 available for the recent Air Show. The program definitely would have been incomplete without one and the enthusiastic comments we have heard about it make us doubly grateful for your participation in the program.

This brings a heart "Thank You" from the Members of the Waco Junior Chamber of Commerce and the Citizens of Waco, Texas.

Very truly yours,

/s/ William L. Bird
/c/ William L. Bird, Chairman
Aviation Week Committee
Waco Junior Chamber of Commerce

A CERTIFIED TRUE COPY


JAMES E. MILLS, JR.
Major, USAF
Actg. A-3

~~SECRET~~
~~SECRET~~